

INFORMATION REPORT  
CD NO.  
CONFIDENTIAL

COUNTRY USSR (Belorussian SSR)

DATE-DISTR 21 Feb. 1952

SUBJECT Baranovich Airfields

NO OF PAGES 3

25X1

PLACE  
ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

DATE OF  
INFO.

SUPPLEMENT TO 25X1  
REPORT NO.

SOURCE

25X1

1. An airfield was located on the southeastern perimeter of Baranovich (53°08' N/26°02' E), White Russian SSR, just south of a double-track railroad line. There were no buildings on the landing field, which was a large meadow. Up to 6 biplanes, which made individual flights, were permanently parked at the field. (1)
2. Flying activity indicated that another airfield was about 5 km farther north, possibly north of the double-track railroad line. There were about 60 to 70 three-story log-houses in the woods between the field and the town, north of the railroad line. They were occupied by an air force unit of about 1,000 men, including about 300 officers. The unit was allegedly assigned to the airfield about 2 km away. Individual twin-engine aircraft were seen in the air. (2)
3. A fuel dump with a single-track railroad siding leading to the double-track main line was in the same woods northwest of the loghouses. The dump was about 300x1,000 meters and was surrounded by a barbed wire fence. Eight filler pipes leading to the underground tank installations were on each side of the railroad track. There were some temporary buildings in the eastern section of the dump. Soviet civilians said that these buildings were former German installations. Gasoline and lubricating oil were drawn from railroad tank cars. About six or seven tank cars arrived at the dump daily and were immediately emptied. They regularly left the field at noon. The fuel was hauled away by Studebaker tank trucks daily. Forty tank trucks were seen one day. Most of the drivers were air force soldiers wearing blue epaulets. The largest portion of the fuel was probably transported to the two airfields. (2)

CONFIDENTIAL

CLASSIFICATION SECRET

25X1

STATE	#	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB		DISTRIBUTION												
ARMY	#	<input checked="" type="checkbox"/>	AIR	#	<input checked="" type="checkbox"/>	FBI													

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Approved For Release 2002/08/08 : CIA-RDP82-00457R006800570011-0  
Next Review Date: 2008

Document No.  
No Change in Class.

Declassified

Class. Change: To: TS S C

Auth: R 18-2

Date: 07/78

25X1

25X1

**CONFIDENTIAL****SECRET**

CENTRAL INTELLIGENCE AGENCY

25X1

4. The civilian airfield south of Baranovichi was grassland about 1 1/2 km square. There were no buildings. The field was probably an auxiliary field of the military airfield about 1 km away. The entire area could possibly have been one large field. About ten biplanes which practiced take-offs and landings were parked on the northern edge of the field. The flying personnel arrived in trucks from the direction of the military field. Soviet civilian laborers said that commercial planes took off from the field regularly. (1)
5. The adjacent military airfield, on the north, was an improved airport. Most of the hangars and buildings were destroyed. A Soviet construction battalion did reconstruction work at the field. There was an asphalt runway about 60 to 70 meters wide. There were six destroyed hangars. Two-thirds of the quartering facilities were earth-bunkers and wooden temporary buildings, and the rest brick buildings. There were boundary lights. Source and other PWs estimated an occupation of about 300 aircraft prior to June 1947. According to PWs, former air force soldiers, the aircraft were fighters, bombers, and U-2 biplanes. Mostly formation flights were made. The aircraft took off in three groups, each of 27 planes. About four or five fighters flew between the groups as escort. Parachute jumps from bombers, eight to ten men jumping from one plane, were occasionally observed. The parachutes opened within about one-third of the fall, which was between 300 and 1,000 meters. (3)
6. Soviet soldiers of a penal unit had done large-scale construction work in the western section of the military airfield since the summer of 1943. Large concrete mixers and trucks loaded with concrete and boulders continually arrived at the field. There was a railroad spur track. (4)
7. The airfield southeast of Baranovichi had a double-track spur with a loading ramp. The field was bordered by woods on the south and east. Soviet civilians said that the northern half of the field was occupied by German Air Force soldiers during the war. A damaged hangar was in the northern section. Large-scale construction work was in progress in the northeastern section of the field. Between February and June 1949, a freight train loaded with boulders arrived almost daily on a double-track railroad siding which led far into the area of the field.
8. At least six multi-story air force barracks were between <sup>the</sup> field and the town, and west of the railroad line. In 1949 the barracks were chiefly occupied by air force officers who were trucked to the field daily. A Soviet labor service unit, quartered in four brick buildings near the air force quarters, worked at the field each day. (5)
9. Between December 1946 and May 1947 flights were made individually, and also in formations of more than 100 IL-2s. Night firing at sleeve targets was practiced in connection with searchlight training. (6) Between February and June 1949, there was no flying with IL-2 ground attack aircraft. Twin-engine Douglas planes occasionally took off and landed at the field. Loading and unloading activity was intensive at the 100 meter loading ramp of the railroad siding. Fellow PWs said that disassembled IL-2s were loaded and shipped away in the winter. This activity was almost completed in February 1949. Source observed that fuselages and wings were transported to the loading ramp and loaded on large flatcars with sidetracks. Between March and June 1949, a freight train of about five to eight heavy flatcars with sidetracks arrived at the loading ramp every few days. On each car was a large crate about

**SECRET**

25X1

**CONFIDENTIAL**

CONFIDENTIAL

25X1

SECRET [REDACTED]

CENTRAL INTELLIGENCE AGENCY [REDACTED]

25X1

1 meter wide and high and as long as the car. The crates had two apertures in front from which wing roots extended about 1 meter. Small wheels were fitted under the crates facilitating quick unloading. Tractors towed the crates to the airfield. Wings, both crated and uncrated, were also unloaded, two from each car and piled up in front of the ramp. Later they were towed to the airfield by trucks and special tractors. It was occasionally noticed that damaged crates contained fuselages which seemed to be very stubby. After early April 1949, the first assembled aircraft took off from and landed at the field. The planes which in wing shape were similar to Mo-109s definitely had no propellers. The fuselage was very stubby. They made local flights of about 10 to 15 minutes and had a loud and roaring noise. In early April not more than one plane was seen daily, but about late May, 3 to 5 planes practiced flying every day. No formation flights were seen. (7)

25X1

## [REDACTED] Comments.

- (1) This is a civilian airfield which was probably used as a dispersal landing field and training field by an air force unit.
- (2) The information confirms a previous report as to the location of the temporary barracks buildings and the fuel dump in the woods between the airfield and the town.
- (3) The statements on the field and the occupation prior to late 1947 agree with previous reports. At that time one fighter unit and one bomber unit were definitely stationed at the field.
- (4) The information on improvement work at the field after the summer of 1948 was supplied by an informant of the second source who personally saw the field for the last time in June 1947. Reconstruction work was being done on the hangars and buildings of the former airport.
- (5) These are the latest observations that the air force barracks buildings were reconstructed by 1949.
- (6) The aircraft observed, definitely IL-2s, were seen by source only prior to May 1947. Later all sources reported bombers and fighter, and in 1948 only fighters and trainers.
- (7) The information that single-engine aircraft arrived at the field after March 1949 is believed to be correct. The statement that other PWs allegedly observed shipments of IL-2s is doubted, since, according to five previous reports covering the period up to April 1949, only fighters bombers and biplanes were definitely observed at the field.

. It is believed certain that the unit at the field was re-equipped with jet aircraft after April 1949.

SECRET [REDACTED]

25X1

3

CONFIDENTIAL